

Highest of all in Leavening Power.—Latest U.S. Gov't Report

# Wal Baking Powder

## ABSOLUTELY PURE

It's a Good Thing in these "deceitful days" to have a string on your money that you may pull it back if you should get the worst of the bargain. The card over our cashier's desk says

YOUR MONEY BACK IF YOU WANT IT.

There are no better Negligee Shirts sold anywhere at any price than the ones we sell for \$1.00. And you trade by the card.

SAME PRICE TO ALL.

HERMAN &amp; HESS

406 E. DOUGLAS.

A fresh stock of Plover's candies just arrived at Wallace's drug store, 57 1/2.

These imported French fruits served with ice cream soda are certainly delicious—at Geisinger's 400 East Douglas avenue.

New chair car line to Omaha via Santa Fe route and Superior. No. 1 train leaves Wichita at 10:30 p.m. and arrives at Omaha 4:55 p.m.

There is as much difference in quality and desirability of fresh fish as in any other food article. Joe Stewart, 234 North Main street, keeps only the best. Go there if you want that kind.

LAST CHANCE FOR A CHEAP SUMMER OUTFIT—THE SANTA FE ROUTE.

Will on August 11 and 12 sell round trip tickets to Colorado resorts at the following rates: Pueblo, \$14.45; Colorado Springs, \$16.20; Manitou, \$16.20; and Denver, \$17.60. Tickets good returning until September 1.

TAGG &amp; GARVEY, City Ticket Agents.

New Dental Office. I wish to inform the citizens of Wichita and surrounding country that I have fitted office rooms in the Citizens bank building, and am now prepared to do all kinds of work in my line. If you want to save the natural teeth and see me. Or if you want artificial teeth, come right along. Entrance to office, see sign on Main street, 61-61.

Ladies you can get any size and color of Dr. Warner's corset of J. L. Hodges, opposite the Carey hotel.

This hot weather and the delicious phosphates, such as Cherry Ripe, and Claret and Catawba and the imported French fruits, has made a great boom at Geisinger's soda fountain. Yet there is room for more customers. Come and try it. 400 East Douglas avenue.

Sale of unclaimed pictures at Martin's art store, 131 North Main street.

Just now is the most critical period of the whole year in the matter of diet as it pertains to health. By eating pure fresh and cured meats, such as are kept at Whitlock's market, you take the least risk.

Try the new drinks this week at Wallace's soda fountain, 321 East Douglas avenue.

Jack Frost in harness! This comes nearest stinging up the body drinks and delicious cream at Bombard's, 500 East Douglas. Hot and thirsty? Go there and get cooled off.

This is a good day to try a pineapple smash or strawberry glass. Get the best at Wallace's Drug Store.

CHEAP RATES TO TEXAS VIA SANTA FE ROUTE. Fort Worth, \$3.25. Other rates to correspond. For further information call at 158 N. Main street or at Douglas avenue station.

CITY TRHD. City Ticket Agents.

ARE YOU GOING TO KANSAS CITY? REMEMBER THE MISSOURI PACIFIC RAILWAY COMPANY. Is the only line that runs directly Wichita-Kansas City train. Leaving Wichita at 9:05 p.m., arriving at Kansas City next morning at 7:30. This train is made up at Wichita, and therefore always leaves on time. Nice chair cars and Pullman sleepers.

Notice the leaving time, and the next time you go to Kansas City take the Missouri Pacific. Always on time. Never late. Fine equipment. Leaves Wichita at a reasonable hour and arrives at Kansas City before noon. Ticket office 114 North Main street. Depot corner Second and Wichita streets.

"GONE TO THE RACES" VIA MISSOURI PACIFIC RAILWAY. Denver and return for \$12.00, account American Pharmaceutical association, August 14 to 21. Tickets on sale August 11 and 12. Good to return Sept. 1, via the Missouri Pacific railway. The short line to Colorado points. One fare for the round trip to Boston, Mass., via Missouri Pacific railway, account Triennial Convocation Knights Templar. Tickets on sale Aug. 19 to 24 inclusive.

TO CHICAGO BY DAYLIGHT. The Santa Fe has put on a swift train leaving Kansas City in the morning and reaching Chicago the same evening. It makes the run in about fifteen hours, equalling the fast service of the night flyers.

Free chair cars and Pullman sleepers vestibule throughout. Dining cars serve dinner and supper, guests only paying for what is ordered. The chair cars are easy to ride in, an important consideration for a sunrise to sunset journey.

Close connections at Kansas City with morning trains of all lines from the west. If you prefer to leave Kansas City in the evening, the Santa Fe offers choice of two limited trains.

ROCK ISLAND EXCURSIONS. August 11 to 12, Denver, Colo., and return. August 19 to 24, Boston, Mass., and return. September 8 to 10, Louisville, Ky., and return.

For further information call at city ticket office, corner Main and Douglas streets. J. H. PHILLIPS, Ticket Agent.

CAMP MEETING AT GLADYS ON ROCK ISLAND RAILWAY. Five miles south of Wichita. Tickets will be sold July 25 to Aug. 5 inclusive at 30 cents for round trip. Trains will leave Wichita at 7:30 p.m., returning to Wichita 12 o'clock night.

J. H. PHILLIPS, Ticket Agent.

All the impediments in fancy's course are motives of more fancy.—Shakespeare.

## THEY LOAD COTTON

The Work of Negroes on the Steamships Down South.

Great Skill Required in the Handling of the Heavy Bales. The Men Always Cheerful and Strong While at Labor.

It is a problem in mechanics to load a cotton ship—to fill every cubic foot of freight room with the awkward rectangular bales—and some men are so much more skilled than others in this science that it often makes a difference of 400 or 500 bales in a 2,000-ton ship and that amount of loss in the profit of the voyage. Therefore, the stedevores and screwmen receive big wages, perhaps the largest that are paid to negroes anywhere in the world, for most of the longshoremen in the South Atlantic are of that race, says the Chicago Record.

In New Orleans they are nearly all white men, Italians, Swedes and Armenians—and the riots that we read about in the papers were due to the introduction of negro packers and screwmen from Galveston to take the place of the whites.

The screwmen are divided into gangs of five, with a foreman, and the whole are under the direction of a chief stedevores, who is usually a white man, and acts as superintendent of the dock. Each gang occupies a halfway of the steamer, and five men are all that can conveniently work in such a narrow space.

The cotton comes from the plantation on the cars or upon flatboats. The bales as they leave the plantation are loosely packed—generally four feet high—and the first thing when they reach the dock is to tumble them into a hydraulic press, which reduces their bulk by one-half and makes it possible to pack twice as many in the hold of a steamer.

The truckmen pass back and forth between the pile of bales and the ship in a procession, rapidly and in perfect time, and it is an awkward and "wuthless nigger," as the foreman said, who ever touches a bale with his hands.

Some of them put on funny airs, strike attitudes and introduce fancy steps as if they were at a cake walk, particularly when spectators are watching, but that is unprofessional, and the serious and self-respecting truckman "totes his bales" without trying to attract attention. They sing as they go, but for the life of me I could not catch the words, and when in an interval I asked one to repeat the verses he replied:

"They ain't none. Dat wuz jes' de truckers' song."

The refrain sounded like "Oh ro rily oh, oh rily oh," and it was evidently nothing but gibberish. It appears that the truckmen have their own particular songs, and I judged from what the foreman told me that the words were usually without meaning, or simply a series of rhythmic sounds with terminations that rhymed, invented by some one of their number and sung to familiar airs.

The truckman drops the bale at the edge of the dock, or tosses it by a jerk of the handles of his truck over the gunwales of the vessel; then a man adjusts the grappling iron and shouts a signal to the engineer at the windlass, who turns his lever, and hoisting the bale into the air, lets it swiftly down into the hold, where the five artists are waiting to pack it away.

It is hot work below, and the packers and screwmen are usually barefooted and naked above the waists, while perspiration rolls down their massive muscles. Each has a hook in his hand, and they seize and toss the 500-pound bales as a Japanese juggler plays with plates.

Five hooks are in the cotton the instant it touches bottom, and they seem to work like a slot machine, for one does not pull one way and another another, but by united, simultaneous effort the great package is lifted, and drops into the very place where the bales want to go.

Then at intervals they get out a big jackscrew that must weigh 500 pounds and crowd the bales together until the hold of the ship is one solid mass. One end of the jackscrew is placed against a bale and the other end against a piece of heavy oak timber four or five inches square, which is notched to keep the screw from slipping, and can be inclined against the side of the ship or one of its stanchions, so that a good purchase may be obtained. The screw is worked by a double crank, and one man holds it in position while the other four turn. That operation is called "mousing up."

All that is done to a musical accompaniment—I suppose a negro playing a tin can when he works—but the songs of the screwmen are different from those of the truckmen, and the air that goes with the jackscrew is not the same that is sung when the screwmen are placing the bale in position.

These stedevores have work only about six months in the year, but while they are at it they receive good pay. They work by the piece—that is, so much money for storing away so many bales, and the foreman, who gets the job and selects his own associates, gets one-half more than they.

During the cotton season, for 12 or 14 hours' work he will receive \$7.50 a day and they \$3, if they are skillful and energetic. The truckmen are paid by the hour, and make from \$1.25 to \$1.50.

Between seasons the screwmen engage in other occupations, cultivating gardens, doing plantation work, or following any trade that they may have learned; but they are universally regarded as superior beings, like ball players in Spain and baseball players in the United States.

A bale of cotton weighs from 450 to 500 pounds, and skillful packers can get from 9,000 to 10,000 bales in a 2,000-ton ship. The number of bales a ship will carry increases rapidly with its tonnage. For example, a 1,500-ton ship will carry 6,000 bales; a 2,000-ton ship, 9,000; a 2,500-ton ship, 13,000; and a 3,000-ton ship, 20,000 bales.

GOLDSMITH AND AMERICA.

He Paid His Passage To This Country, Although He Did Not Come.

Oliver had but lately completed a rather wild and irregular course of study in college, and his kindred had insisted that he should become a country parson, as his poor father had been before him. He felt his usefulness for such a calling, but he cared less for that than some of the irksome restraints that it would impose. For in-

stance, he could not bear the thought of being obliged to wear a long wig when he preferred a short one, or of being always dressed in a black coat when one of bright colors suited his fancy so much better. He had frankly told his relatives that he preferred pretty clothes to the hard lot of a poor parson; and yet, as neither he nor they could think of any other business for which he was better fitted, he at last consented to apply for holy orders. But when the time came for him to go to the bishop of Elphin to be ordained, he could not resist the temptation to wear a pair of beautiful scarlet breeches with long hose and the brightest buckles. For would he not become a parson to-morrow, and be forever condemned to sober black? The good bishop was horrified at such levity, and refused to ordain him. Perhaps upon examination he found that the young man was entirely ignorant of the catechism.

This failure of Oliver's had been much less of a disappointment to him than to his friends, as he was now twenty-three years old, and his mother was very poor. It was highly necessary that he should find something to do. And so he had found employment as a private tutor in a wealthy family near Lissey. From his pupils' point of view, he was, no doubt, an accomplished and successful teacher. He was only a great boy himself, and life would have been one long holiday to everybody if he could have had his own way. But his way did not please his employer, and finally, after a quarrel, for which Oliver was doubtless to blame, he was dismissed. The money which he had earned at tutoring, however, was sufficient to equip him as a knight errant, for it enabled him to buy the horse and the splendid new suit of clothes with which, as I have said, he rode one fine morning into the city of Cork.

To his great satisfaction, he found a ship already in port waiting only for a favorable wind to sail for America. He lost no time, therefore, in selling his horse and in making a bargain with the captain for his passage to the new world. Then he sallied out to see the town. He had no difficulty in making friends for he had money in his pocket, and he proceeded to share it with all the beggars and street loafers that he met. He was ready to relieve every case of distress that came to his notice, and many of the boon fellows whom he helped to entertain at the tavern. Several days were passed in this way, and the thirty pounds in his pocket had dwindled to but little more than thirty shillings; and still the ship, upon one pretext or another, delayed its sailing. One fine night, however, while Oliver was in the country enjoying himself with some newly-made acquaintances, a favorable wind sprang up, and the captain, entirely neglectful of his passengers, ordered the vessel to be cast loose from her moorings and the sails to be set for the voyage. And in the morning, when Oliver awoke leisurely down to the wharf, he found that he had been left behind.—James Baldwin, in St. Nicholas.

## THE BALL AT THE ELYSEE.

How the Plain Dress of Our Minister There

A modern ball at the palace of the Elysee, in Paris, where the president of France lives, is an extraordinarily brilliant and picturesque sight, for, besides the military trappings and gold braid of the army officers, and the exquisite, delicately-tinted toilettes and elaborate coiffures of the French women, there are the varied "habits" of the many members of the diplomatic corps. These uniforms alone are sufficient to furnish a brilliant mass of color and elaborate display. Described in detail and according to their nations, they are these:

France—A coat of dark blue, embroidered with gold ornaments and leaves.

Russia—A green tunic, embroidered in silver and figured in lilac.

Austria—A coat of green cloth, embroidered with a gold acanthus palm.

England—A coat of dark blue, also embroidered with an acanthus palm of gold.

Italy—A coat of royal blue, embroidered with golden leaves.

Spain—A coat of blue, embellished with gold leaves and ornaments.

Portugal—A coat of blue with golden leaves.

It should be remembered that the rank of a diplomat is shown by the embroidery that adorns his uniform. The higher standing he has the greater amount of gold that is on his person. Ambassadors and ministers plenipotentiary have their collars and cuffs, their breasts and the facings of their pockets set off in golden thread. The secretaries of embassies and the various consuls general have just a shade less of adornment on their uniforms.

From an overplus of gold—the other extreme is reached in the conventional evening clothes of the American ambassador, who appears in a plain and marked figure in the gay assemblage in his relief of somber black and white. The French presidents usually wear ordinary evening clothes cut in the conventional style, but their white shirt fronts are adorned, generally by the broad red band of the Legion of Honor and the red star of that order.—N. Y. World.

To believe a French writer, there are no fewer than four thousand women caught every year in stealing during their shopping expeditions, a habit euphemistically styled kleptomaniac. The number of titled ladies seized with this strange malady while examining the fashions of Paris, he tells us, is incredible. Among the most recent was a Russian duchess, a French countess, an English duchess and the daughter of a reigning sovereign. These distinguished offenders are let off on the payment of a round sum for the relief of the poor; the shopkeeper is known to be rich, the sum extracted rises to as much as ten thousand francs. The police authorities consent to this sort of condonation.

## Stopped Poaching.

A Scotch gamekeeper, plagued by poachers, procured a cork bed dressed in stockings and shoe and sent it through the neighboring village by the town crier, who proclaimed that it had been found in a man trap on the previous night in Mr. Ross' grounds, who desired to return it to its owner. There was no more poaching after that.

## ODD LAST REQUESTS

Curious Wishes Made by Persons When Dying.

Requests Have Been Made to Provide Drinks, Shaves, Rides and Meals for Mourners. Eccentric to the Last.

The world is full of cranks, as everybody knows, but the great majority of them confine their eccentricities to their life upon this sphere. Few of them make arrangements to keep themselves before the public eye after death, but the few who do so exhibit a fertility of ideas that would have been of great value to them in the advertising line during their lives.

The latest exponent of post-mortem crankiness was a queer old farmer of Kent, Saratoga county, this state, who recently departed this life, says the New York Advertiser. He left explicit directions in his will as to his burial, the most noteworthy being that he should have his favorite pair of rawhide boots as a part of his grave clothes and that he should be taken to the cemetery in the family sleigh. His wishes were carried out to the letter, and he was whirled up to his last resting place to the accompaniment of jingling bells and buried with his boots on.

A Brooklyn saloonkeeper, who was as jolly in life as he was fat, left directions with his widow as he gasped "Good-by" to set aside one hundred dollars of his estate with which to provide beer for his friends on the dreary drive to the cemetery. The widow not only provided every carriage with fifty bottles of the cheering beverage, but drew on the saloon stock for two kegs full, which were emptied at the side of the coffin before it was taken from the house.

Another saloonkeeper, a Staten Islander, whose place was a famous resort for fishermen and was himself an ardent angler, often said that he would never lie content in the cold ground. So he made arrangements to have his body cremated and imposed the dying injunction on his friends to see that his ashes were scattered about on the salt water he loved so well, from the head of the statue of Liberty. His wishes were religiously carried out, and the funeral party returned to his old saloon and drank "his health," as provided in his will.

Still another saloonkeeper, whose place was well over on the east side of town and who was an inveterate fisherman also, had his ashes committed to the deep. He was a member of a little fishing club that went down in a tug to Ronger Shoals every Sunday during the season. He found when on his deathbed that he had but fifty dollars beyond his cremation fees and he decided to give the "boys" a good time with it. He ordered that the money be applied to the hiring and stocking of the tug for the first trip after his death and asked that his ashes be taken along and dumped overboard at the shoals while a schooner of beer was drunk to his memory. It was done as he ordered.

A female keeper of a tramps' lodging house in Montreal is about the only woman on record who devised for herself a funeral on other than conventional lines. She left orders that all her lodgers be provided with a shave, a breakfast and a high hat with mourning ribbons, and that they all follow her body to the grave behind two brass bands. The bands were to play the "Dead March in Sol" on the outgoing trip, but to play "The Girl I Left Behind Me" all the way home. The churches attempted to stop the carrying out of her remarkable injunctions, but were unsuccessful, and the old woman was serenaded as per desire.

The most horrible of all these grotesque provisions was that made by a Virginia colonel, who died about twenty-five years ago, in Amelia county. He demanded, under penalty of cutting off from all his possessions, that his widow leave him put in an open coffin in a clump of woods near the house, and leave him there for six weeks. Every morning and evening of that time she was to come to him and brush his hair and whiskers. Luckily the colonel shuffled off his mortal coil in the middle of a very cold winter, so he "kept."

His widow was able to carry out his wishes, therefore, and came into all his property.

There are quite a number of cases of religious enthusiasts who have demanded to be buried in a standing position, so as to be all ready for the judgment day, and a negro in South Carolina was buried feet up because he believed the flat earth would be turned upside down at the first blast of Gabriel's trumpet and he wanted to be ready right-side up.

People innumerable have had valuable or mementoes buried with them at their request, and a short time ago in France a dying woman had her pet cat killed so that it might be buried in her arms.

## FOREST FIRE PREVENTION.

The Prussian System Which Protects 6,000,000 Acres of Trees.

Since the Prussian government forests comprise 6,000,000 acres, what is characterized as a "large number of forest fires, some of them extensive," means a little over one-hundredth of 1 per cent of the forest area; and it must not overlook the fact that more than half of this forest is coniferous growth, mostly pine, and therefore especially liable to fire. The cause in most cases is neglect. Locomotives are not mentioned, showing that railroading may be carried on without the necessity of extra risks. During the ten years, 1884-1893, there had occurred in these forests 156 larger conflagrations—96 from negligence, 53 from lightning, 3 from lightning and only 4 from locomotives. Seven years out of ten are without any record of fire due to this last cause.

This record, which to us at least would appear like perfection, is due, of course, in the first place to the fact that these forests are under a well-organized management, which insures the constant patrolling of the same by officers in pursuit of their business. Regulations as to the treatment of fires are, therefore, readily enforced, and any incipient fire is soon discovered and put out. Besides this, the method of dividing the forest into blocks or compartments by intersecting avenues, rectangular or otherwise, at regular distances, permits a small force to readily prevent the progress of fires and confine them within the block.

Where railroads run through forest lands, especially in the extensive

# S. E. NOYES & CO

## Sweeping Sacrifice

### To Close Them Out!

They Must Go. We Require the Room

100 Ladies' Ready-made Lawn Wrappers, dark navy ground, lace trimmed, made in latest styles, formerly sold at \$3.00, reduced to

50c

75 Ladies' Wrappers, light grounds, trimmed with Swiss insertion, very beautiful styles, made to sell at \$4.00, reduced to

85c.

Duck Suits, neat and stylish. We have only twenty left, and to close them out quickly will sell at

\$1.98.

(These suits, exactly the same, are now selling in all large eastern cities at \$7.50, are very popular and in active demand.)

LADIES' WAISTS, laundered. We will close them out at

50c.

All the above goods are offered at less than half the original cost.

ALL HOSIERY, fast black and tan, for ladies and children, selling at

SPECIALLY LOW PRICES.

S. E. NOYES &amp; CO.

127 and 129 Douglas Avenue, Corner of Market.

HEADQUARTERS FOR BARGAINS.

plines of the Baltic plain, additional precautions are practiced. Of course, spark arresters are in common use, but the main reliance is laid on a "safety strip" running along the railroad, and more or less elaborate. Often this is only a clearing, frequently cultivated by the guards as a potato patch or for a field crop. The ideal and most effective treatment is a railroad embankment, which is, of course, kept clean of inflammable matter by timely burning; then a cleared space about 7 yards in width; next a strip of forest 15 to 18 yards wide, in which the ground is kept as clean as practicable and free from dry wood, and which acts as a screen for flying cinders; beyond this is a ditch 10 to 12 inches deep and 5 to 6 feet wide, the dirt of which is thrown to one side, making a ridge which may be planted with broad-leaved trees. About every 20 rods a cross ditch is made, so that the whole combination safety strip, which is about 30 yards wide, is divided into smaller fields, within which it is easy for one man to confine an incipient fire.

In this country we would hardly need to go to so much expense, but we might considerably reduce with small outlay much of the loss from locomotive fires. The Pennsylvania railroad company in New Jersey, from Camden to Cape May, in preference to paying damages to the forest owner, has plowed or scarified on either side of its road a strip about a rod wide, and this is tolerably effective. A ditch within 30 yards from the right of way in the woods and a timely burning over in spring of this space, would be more effective, and I think any adjoining forest owner would gladly permit such protective measure to be taken by the railroad company on his land, and, indeed, could afford to contribute to the expense.

This cause of our forest fires, then, is largely avoidable; and so would be the fires due to other carelessness, if we should once set out in earnest to punish the offender. The trouble with our laws, even when they are backed by public sentiment, is mainly that the machinery to execute them is absent or too weak. Minnesota, frightened into action by the sad experience of last year, this winter enacted a fire law, with a commissioner to execute it. Wisconsin, which has suffered almost as badly as her neighbor, has also enacted a law, approved on April 17, in which the chief clerk of the state land office is made the forest warden, with the assistant chief clerk as his deputy. In both cases an organization of existing towns or fire wardens is attempted, but whether these officers will be able to do their various duties without neglecting the last one imposed remains to be seen, especially as the provisions for expenses are extremely scanty. These laws, as well as the one so satisfactorily inaugurated in Maine, are remedied more or less closely after the forest fire law of New York.

Not all of the forest fires are avoidable, but most of them can be prevented; at least, they need not be allowed to spread beyond control, provided the people will it.—Garden and Forest.

## PERSONAL AND LITERARY.

—Cowper was devotedly attached to his mother, and often mentions or alludes to her in his writings. One of his most charming poems was written in her honor.

—Fanny Mozart was a petite beauty, of exceedingly pleasing address. Her manners were very fascinating and she had a confiding, sympathetic way that won all hearts.

—Leopold Schefer, the German writer, had a good mother, as well as a good wife. He said of both: "But one thing on earth is better than the wife; that is the mother."

—Cleopatra was not an Egyptian, but a Greek beauty, with perfectly white skin, tawny hair and blue eyes. Her chief fascination was her voice, which was described as low, well modulated, and singularly sweet in tone.

—Col. Switzer, the pastor of Missouri, journalist, still a vigorous and capable newspaper man, wrote his first editorial for his own paper in 1841. The Sedalia Capital claims for him the distinction of being the oldest editor in the United States.

—Walter Besant's most recent book, "In Deacon's Orders," is rather of the dismal variety. Mr. Besant's heroes in this work are selected, it is said, "from among a gruesome crew of consciousnessless reprobates, diplomatic felons, swindling company promoters, moral cowards, treacherous friends and self-tormenting hallucinations."

—Harry C. Evans, of Ottumwa, Ia., has during the last two years worked in the treasury department and studied

law at night. He has been graduated as No. 3 in a class of 137, and was one of the six who received honorable mention by the faculty for scholarship. For excellence in debate he won the first prize—a set of law books costing \$100.

—At last M. Andre, the Swedish aeronaut, and man of science, who proposes to reach the north pole by balloon, has secured a companion in the person of Mr. Elkhölm, of the Stockholm Meteorological bureau. Mr. Elkhölm has recently devised a scheme of determining the velocity of the upper current of air by observing the clouds.

—Mascagni and Leoncavallo have quarreled fiercely. The latter wrote an article attacking "Cavalleria Rusticana," giving a long list of passages which he said were not original, with the sources from which they were taken. Mascagni retorts that he is preparing an account of what is original in Leoncavallo's work, and that it will be a very short one.

—Huck Lane. Exchange stables at Orlando and Still water. We make a specialty of carrying passengers between these points. Traveling men's patronage solicited. SHIVELY, VANWYCK & SHIVELY.

## OCCIDENTAL HOTEL

A. JOHNSTON, Prop.

Second and Main Sts., Wichita, Kan.

RATES.

\$1 per Day. Single Meals 25 Cents.

Special Weekly Rates for Board.

HOTEL CAREY.

\$2 TO \$3 PER DAY

JNO. B. CAREY, Prop.

G. W. CAREY, Mgr.

## Manhattan Hotel.

Best located house in city.

Corner Tenth and Douglas Avenues.

Rates \$2.00 per day.

R. L. EATON, E. J. BONHAM, Prop.

SANTA FE HOTEL

S. THOMPSON, Proprietress.

Opposite Santa Fe Depot, Wichita.

Rates \$1 to \$2 per Day.

## HOTEL GEUDA

GEUDA SPRINGS.

Season of 1895 Begins June 1

NEW MANAGEMENT, GOOD TABLE

Single from Oxford, on Missouri Pacific railroad station, in time for dinner. Cheaper for parties of three than by Arkansas City.